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Out of sight, too; regular beauties. We received but twenty by this "Australia"—all the San Francisco house could spare on account of the great demand there. Call and see what a 1900 RAMBLER looks like, and you will want one, but come soon, as several are sold to arrive, and we had no stock when these got here. Twenty will not last long.

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This is our strong point, as we have the best repair man in the Islands, and are thus able to guarantee our work. We undertake any kind of bike repairs, no matter how badly a wheel is smashed up we can make it as good as new. We know we are not located well at present and our customers and selves are put to a good deal of inconvenience, but a good start has been made on our new quarters, and after a few months we will show you bicycle and sporting goods quarters that will be a credit to any city in the United States. In the meanwhile we will have to hoonanawanui.

If the next Australia brings us what we have ordered in the wheel line we will have something interesting to tell you when she comes. When you want to rent a wheel come to us.

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BY MAIL RECEIVED on Saturday, February 17th, J. S. BAILEY was appointed WHOLESALE GENERAL DISTRIBUTOR for MORGAN & WRIGHT, Chicago, manufacturers of solid rubber Carriage and Pneumatic Bicycle Tires and Rubber Goods.

Forty-eight sets of Carriage Tire of Every Article Made by Morgan & Wright, so justly celebrated for their uniform excellence.

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Marine Court Listens To Evidence.

Some Squalls -- Captain Peattie's
Statement -- Refused to
"Crow-Jack."

The inquiry into the conduct of twelve of the men of the Inverness-shire was begun at the British Consulate yesterday. The court was composed, as stated before in these columns. George A. Davis and A. S. Humphreys appeared for the defense and prosecution, respectively.

The prosecuting witness, Captain Peattie, master of the ship, was the first on the stand. He read from the ship's logbook the entries made there during the days the ship was adrift. The record stated that the men on trial for refusing duty had been ordered to help at the hoisting of the anchors and to bend the crossjack.

The reading of the record of entries made by the captain of matters other than matters of fact was objected to by counsel for the sailors. The court ruled that the evidence was relevant, however, and so it stood. The jurisdiction of the court was also objected to by defendants' counsel, who claimed that the men were arrested for misdemeanor, and consequently were not properly tried by the court formed by the British Consul. The court ruled against Mr. Davis's contention again, and an objection to the ruling of the court was noted by Consul Hoare. The further examination of Captain Peattie resulted in the following statement:

"The men have not abused me in any way; I have no observation to make beyond what I have read in the logbook; the ship was in such a position that the men should have turned to, even if only for the time being; the men never asked permission to go ashore and see the Consul; I think the men have been fairly civil; of course when they go ashore they say things that are not proper, but they do not know what they are saying, and I do not think it worth while to put it in the logbook; they said they had been too long in the vessel; cannot say that they said anything about being able to get more pay here; do not wish to say anything I do not distinctly remember; the ship was in imminent peril; the wind was strong all that night and next day, and the chains sawing across her stem was a danger; ship would not steer nor stay nor do a single thing; men positively refused to do what I required to trim the ship."

Cross-examined by Mr. Davis—Some of the men were twenty-two months and some twenty months in the ship, while the ship had visited Japan, Puget Sound, etc.; they were pretty good men both on the vessel and in port; I do sometimes drink intoxicating liquor; did not drink anything on February 12; I say distinctly I did not; sometimes in the habit of drinking every day, just as a friend comes round; it is not usual for me to drink every day; had none today, none yesterday, none on the 12th of February; I did not lock up Wm. Thompson, the sailmaker, four hours on the 12th; put him in charge of the mate; he was slightly under restraint for about two hours, but the door was open and I think he could have gone out if he chose; I did not threaten to shoot him; have no revolver; have three rifles on board; some of the men have been imprisoned here for being drunk and disorderly.

At this point one of the members of the court made a remark that riled the defendant's attorney and he stated that he did not wish to continue his examination under any fire of disapprobation of the court or any member of it.

Upon re-direct examination it was brought out that the loss to the ship by the breaking of the capstan and subsequent loss of one anchor and 105 fathoms of chain would amount to some \$3000.

The first real excitement of the trial was the tilt between the next witness, Captain W. C. Rennie, and Attorney Davis. It was a misunderstanding on the part of the attorney about what was being stated as fact and what as hearsay.

Captain Rennie had stated that when he had boarded the ship with his relief crew he found the men not at work. Mr. Davis objected to witness saying what he heard.

Witness sharply denied to counsel having said he heard anything. The attorney informed Capt. Rennie that he was addressing the court and not the witness.

President Hoare told the witness to simply answer questions.

"When that gentleman contradicts me, can't I contradict him?" queried the Captain. Then to the court, "I don't see why we could not have saved cable and anchor if these men had assisted; it is probable we could have; the men asked me what right I had to ask them questions, and told me to tell the captain to do his own dirty work; wind was light and variable but it was fine weather; the ship was unmanageable in that kind of weather."

On cross examination there was another little squall between witness and attorney. Mr. Humphreys intervened, saying that he objected to the conduct of Mr. Davis and hoped his examination of witnesses would not go before a British Court. Then Mr. Davis protested and stated that he knew what was meant by the proceedings and that he had been familiar with this sort of thing for twenty-two years. He was told by the court that he had begun by rubbing the witness the wrong way.

Captain Milton N. Sanders, the pilot who went to the assistance of the ship, was the next witness. His testimony was the same as the story published in this paper some time ago when he returned from the ship.

The court adjourned at 11:30.

Afternoon Session.

The afternoon session began shortly after 1 o'clock and Harry Evans, Mate

Clarke and Second Mate Ross were put on the stand for the prosecution. Their testimony bore out the captain's statement and statements of the witnesses of the forenoon. The case for the prosecution then closed and the defense began. There were technical questions to be asked of the four or five sailors examined. Some of the questions had not the salt accent about them or were asked in a fashion peculiar to landsmen, for an audible titter ran around among all present several times. The men made some very damaging statements which upon rigid examination by attorney and members of the court failed to be substantiated. When asked if they had "crow-jacked," when ordered to do so by the captain, they acknowledged that they had not. There is no written marine law compelling a man to "crow-jack" when ordered to do so by a superior officer, but it is deemed a very serious offense to refuse. To refuse to "bend the cross trees" is also a most serious offense.

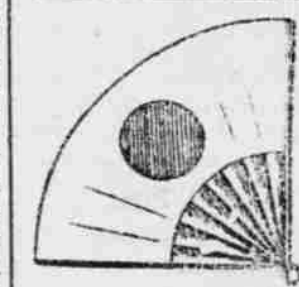
The men had done neither of these things nor had they spliced the main brace nor belayed it around the after binnacle and this when the ship was in imminent peril. The trial will probably be concluded this afternoon. Court opens at 4 o'clock.

Danger of Colds and La Grippe.

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